

GRAMPAW PETTIBONE

Strike One!

This pilot (265 hours) was flying an FM-1. The airplane was observed to be acting sluggish on take-off. At about 100 feet altitude it started to mush in and the pilot made a forced landing in a semicleared area near the field. The airplane turned over and received strike damage; the pilot received only minor abrasions.

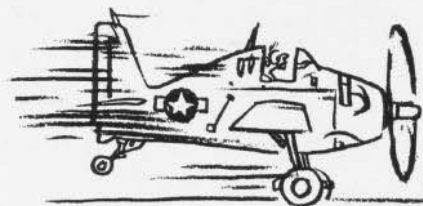
This particular pilot will probably never take off again without carefully checking the position of all cockpit controls, for this accident was entirely his fault; his take-off had been made with the propeller control handle not in the full forward position and with the mixture control handle between automatic lean and the idle cut off position.

Tow Pilot Warning

Watch that air speed when taking off with a target in tow. Several recent fatal accidents have occurred because inexperienced tow pilots failed to do this very thing! After leaving the ground their planes were seen to enter steep climbs, stall and spin in.

Precision Landings

Squadron VN12D8-A, Corpus Christi, has come to the conclusion that many intermediate students are not able to land where they want to, nor able to handle the plane safely



after it is on the ground. This was determined from a review of a group of landing accidents, all of which occurred as the result of pilot error. Out of 12 such accidents, 6 were caused by overshooting, 4 by undershooting and 2 by landing off the edge of the runway.



In order to remedy this and make cadets more precision-landing-conscious, all landings on *dual instruction* or *check flights* at two outlying fields have been restricted to the first one-third of the runway. To facilitate carrying out this restriction, white lines and circles have been painted on the fields to define these areas. Cadets who cannot make the required number of such landings do not receive passing grades.

VN12D8-A reports that this added emphasis on precision landing is reflected in increased accuracy and effectiveness on the part of students.

COMMENT: The conclusion arrived at, as to pilot error during landings, is correct. However, accident records show that intermediate students by no means have a monopoly on this type of accident. Advanced students and even experienced aviators are running them a close second; in fact, landing accidents constitute the largest single cause of accidents in naval aviation. All of us might well be more careful in our approaches and landings. The system initiated by VN12D8-A is considered an excellent way to drive home the need for greater care in landing.

It is felt that this system might also well apply to primary training on dual instruction or check flights. However, some care should be exercised in stressing this point in the primary stage. The reason for this is that a large percentage of the accidents in the primary stage are due to stalls and spins on landing approaches. It is feared that if

primary solo students attempted to land short, the number of these accidents would be considerably increased, which is highly undesirable as they are the most serious of all landing accidents.

Generally speaking, it appears sound to teach students to make each landing a precision landing as soon as his technique will safely allow such practice. Such instruction should produce a better product and result in fewer landing accidents later in training, as well as in tactical operations.

Attention Maintenance Crews

Upon application of brakes during a PV-1 landing, a loud report was heard and no reaction could be felt on the brakes. The plane then ran off the edge of the runway and was severely damaged.

Upon investigation, it was found that the loss of brakes was caused by the failure of the main hydraulic feed line leading to the left brake valve. The feed line was forced out of the BT nut retaining sleeve by the hydraulic pressure in the line at the time of the landing.

The Trouble Board recommended that maintenance personnel be warned of the danger of applying too great a torque on the BT nuts.

COMMENT: Excessive tightening on these fittings causes the flares to be thinned out and cold worked, which results in their failure.

Believe it or Not!

Nine men were recently killed in a transport plane crash because neither acting plane captain nor other crew members knew how to operate the emergency release for the main door.

Have It Treated



Don't wait to have cuts, sprains and bruises treated. Five minutes spent at the first aid station may mean the difference between a permanently stiff finger and a useful hand.

How to Prevent Nightmares



Whenever you have finished upkeep or overhaul work on an airplane, ask yourself this question,

"Would I be willing to fly it that way?" If the answer is "Yes," it will be conducive to sound sleep that night.

Heave Ho!

Don't lift heavy weights with your legs straight; bend your knees. This will help avoid strained backs.



Be sure of your footing before starting to lift. If your foot slips you may wrench your back or cause a rupture.

Don't laugh or talk while lifting. This relaxes the diaphragm and may cause a rupture.

In lifting, the closer the object is to your body, the less the strain.

Tell Your Flight Surgeon

A student pilot undergoing intermediate specialized training in VO-VCS was leading a daylight navigation flight over the Gulf of Mexico. While in a climb at about 900 feet, his plane was observed to nose over smoothly in a shallow dive and disappear into a fog bank below. He apparently crashed without recovering from the dive.

During the subsequent investigation to determine possible causes of the accident, two other students testified that this pilot had told them that he had recently suffered attacks of nausea and faintness which he attributed to a bad appendix. He told them that during the course of one previous navigation hop he had almost lost consciousness. In view of this and the lack of evidence to substantiate any other explanation, it is believed that on this occasion the student may have lost consciousness and so lost control of his plane.

COMMENT.—This pilot had never mentioned his physical condition to either his flight surgeon or squadron officers. There should be no diffidence or hesitation in consulting your flight surgeon, even though the ailment may appear to be of a trivial nature. Military flying demands physical and men-

tal health. Ailments which may seem not worth bothering the medical officer about are often significant and may produce a definite flight hazard.

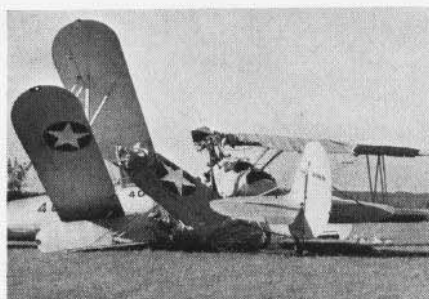
It is far better to report your ailment immediately, even though it may mean the loss of a few days' flying time, than it is to try to "stick it out" and run the risk of losing weeks or months later on; or even losing your life, as this pilot did.

A Story in Silk

A piece of silk about two feet square, found on the tail wreckage, told the story of what had happened to the pilot. He had bailed out when his plane proved unmanageable after a mid-air collision and had pulled his ripcord too soon. His 'chute canopy had been ripped badly, resulting in a rapid descent and fatal landing.

If the time ever comes when you have to bail out, *don't get excited*. Remember, **CLEAR THE SHIP BEFORE PULLING THE RIPCORD.**

Non-Rubber Neck



These were the only airplanes operating on a very large outlying field. However, by carefully failing to look around, the pilots managed to taxi into one another.

Propeller Warning

Patrol 52 invites attention to a danger peculiar to patrol plane operation; the danger to the bow man when making a buoy. This is particularly true when using a large, ship-mooring buoy. Several cases are



Not a Safety Belt Unless Fastened

During an impending forced landing in a TBF-1, the radio-man was twice warned to be sure his safety belt was fastened. In spite of this, he unfastened his safety belt just before contact, to open the escape door. This one wrong move cost him his life; he was knocked unconscious and drowned.

known where the bow man jumped out on such a buoy to handle the bow lines and was struck by the revolving propeller, as the airplane drifted past the buoy.

The following remedial measures were suggested:

a. Warn crews of this danger and indoctrinate personnel never to jump out on a buoy until propellers are stopped.

b. Always use regular aircraft buoys, where available.

c. In the event bow man jumps, falls, or is dragged from the bow station, pilot immediately should full feather the propeller on that side. This will stop propeller in the shortest possible time. There may be insufficient time for the propeller to full feather completely, but even a partial flattening of the blade will reduce the force of the blow.

Engine Overhaul By Spoiler

BECAUSE some Spoiler put in oil rings upside down in six out of nine cylinders, which



CAUSED abnormal wear on the upper two rings of these cylinders, which

CAUSED these rings to become badly feathered, which

CAUSED excessive oil consumption;

RESULTED in one SNC being put out of action, following a forced landing.

